CALIFORNIA'S HIGH-SPEED RAIL SYSTEM

Atwater Village
Neighborhood Council

July 14, 2011

Summer 2011

CALIFORNIA High-Speed Rail

CALIFORNIA'S HIGH-SPEED TRAIN SYSTEM

Largest public infrastructure project in U.S. history

- First phase of 520 miles; 800 miles when full system is realized
- Operating speeds up to 220 mph; 90-125 mph in urban areas
- 100% clean electric power
- Safely grade-separated
- Reliable, easy way to travel
- Creates jobs/stimulates economy

California High-Speed Train Map, Statewide Overview

April 2010

CALIFORNIA High-Speed Rail

PHASE 1 MOVING FORWARD

Building outward north/south to an "IOS"

First Step:

- Fresno-Bakersfield
- Merced-Fresno

Second Step:

- San Jose-Merced
- Bakersfield-Palmdale
- Palmdale-Los Angeles

Third Step:

- San Francisco-San Jose
- Los Angeles-Anaheim

CALIFORNIA High-Speed Rail

WHY WE NEED IT

Jobs

- 600,000 full-time, one-year, construction-related job equivalents
- 5,000 permanent operations and maintenance jobs
- 450,000 economy-wide jobs by 2035

Mobility

- Experts agree that economic power stems from the ability to move people and goods around the state

Environment

- Increased transportation without increased air pollution
- Increased energy independence and decreased consumption of fossil fuels

CALIFORNIA High-Speed Rail

WHY WE NEED IT

Status quo is not an option

Population Growth

- California's population now: 38 million. By 2035: 50 million

We can build…

- New freeways, airport runways and more departure gates to address our expected population growth

or

- 800-mile high-speed train system, powered by 100% renewable electricity generated by clean wind and solar energy

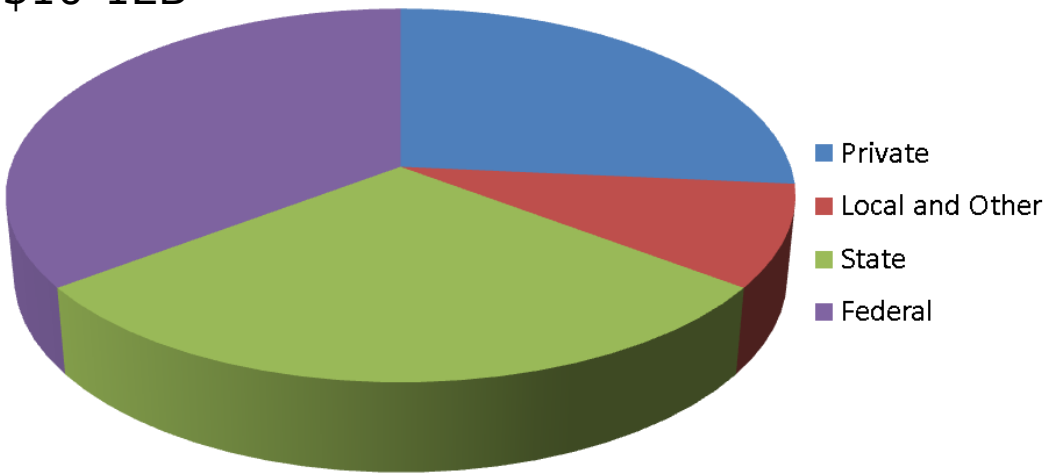
CALIFORNIA High-Speed Rail

FUNDING

Projected overall construction cost: $42.6 billion

(Anticipated funding sources)

- California Funding: $9B
- Federal Funding: $17-19B
- Local Funding: $4-5B
- Private Investment: $10-12B



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CURRENT PUBLIC FUNDING SUMMARY

FUNDING SOURCE	AWARD	STATE MATCH	TOTAL
ARRA Jan. 2010	$1.85 billion	$1.85 billion	$3.7 billion
HSIPR Federal FY 10-11 Oct. 2010	$715 million	$306 million	$1.02 million
ARRA Dec. 2010	$616 million	$616 million	$1.234 billion
Re-allocation of Florida ARRA funds	$300 million	$375 million	$675 million

Approximately **$6.33 billion is available for initial construction**

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STRONG SUPPORT

Interest from around the world

Partnerships with eight countries to leverage international expertise on planning, construction, operations and finance

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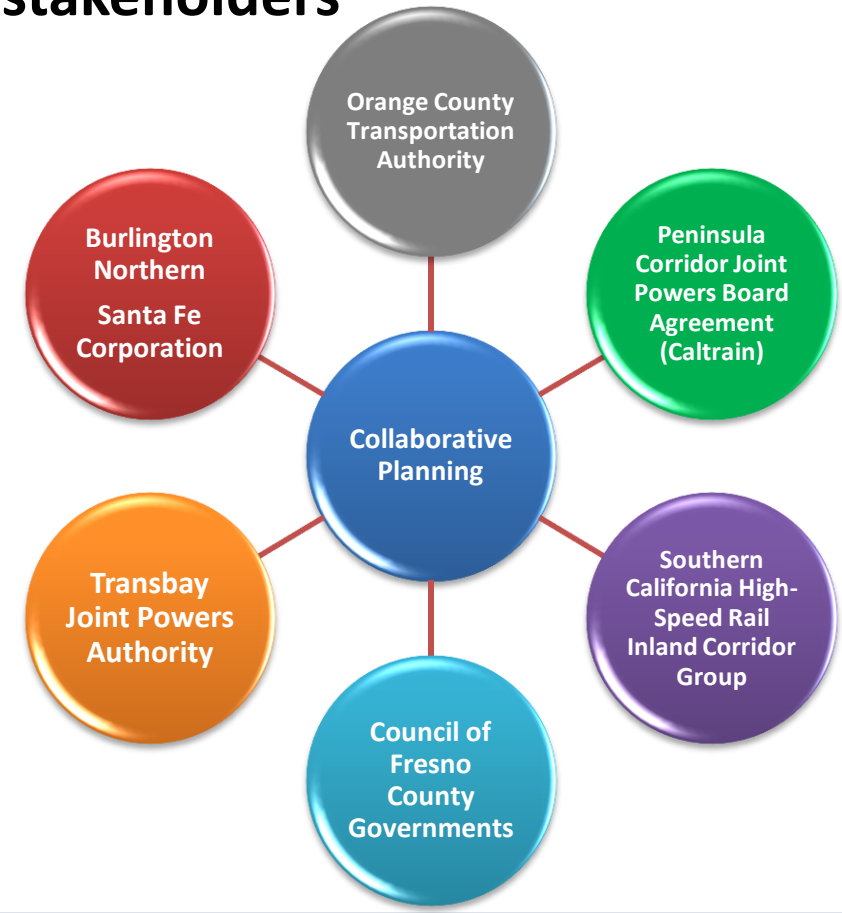
WHERE WE ARE NOW

Transitioning from Planning to Implementation

Developing collaborative planning agreements with regional governments and stakeholders

"Metro looks forward to working closely with the High-Speed Rail Authority to make the kind of investments that will be beneficial to both agencies as we build a 21st Century transportation network that will give L.A. County travelers a welcome alternative to traffic and rising gas prices."

Don Knabe, Metro Board Chair



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INITIAL CONSTRUCTION

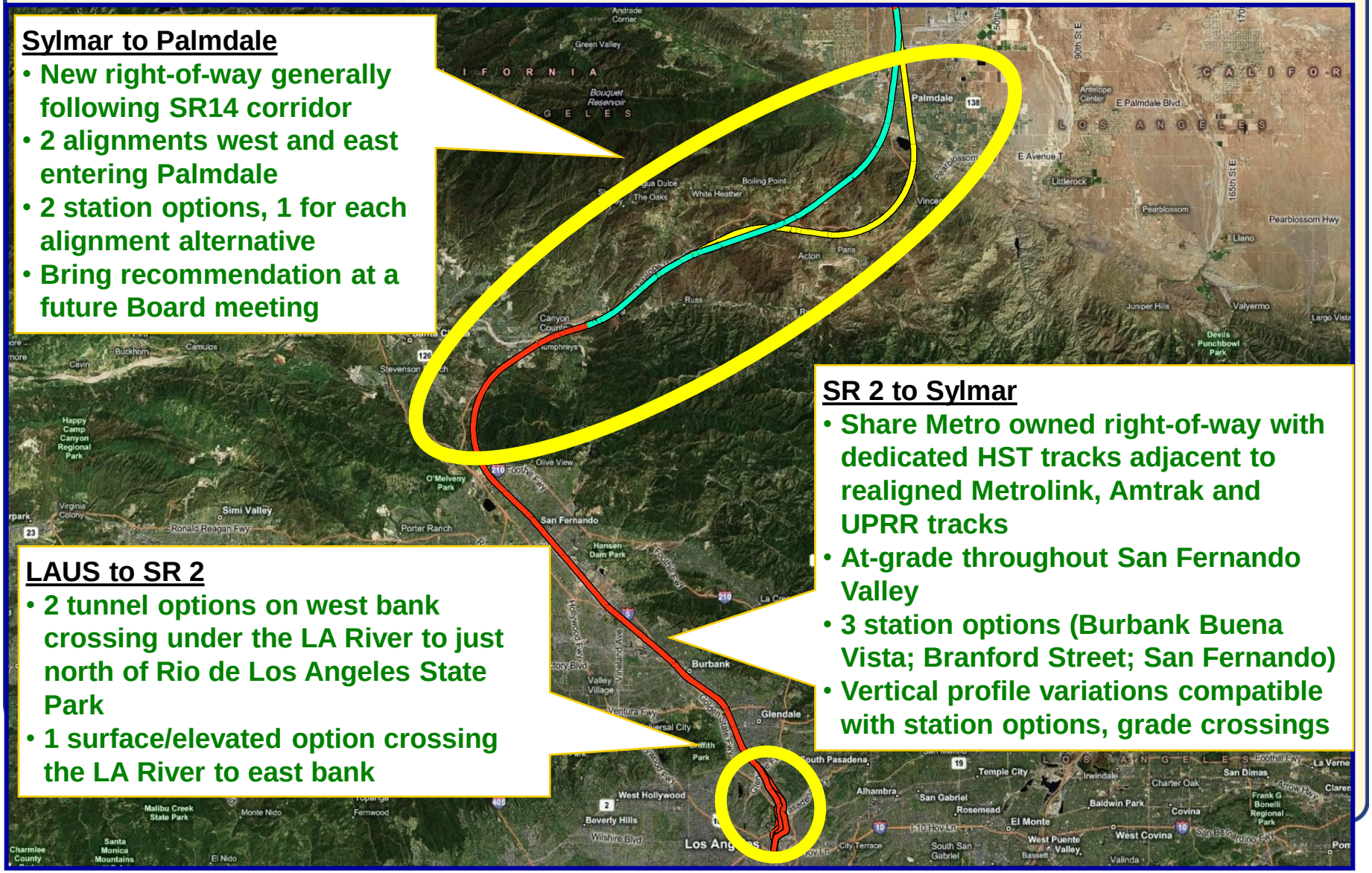
Why the Central Valley makes sense

Initial infrastructure construction will begin in the Central Valley, the backbone of the system:

- Construction starting in second half of 2012, investing $6.3 billion into the economy
- Potential to create nearly 100,000 jobs
- 120 miles from north of Fresno near Madera to Bakersfield – a choice that:
  - Meets state and federal requirements
  - Gives the greatest flexibility to build both north and south as funding becomes available
  - Constitutes the backbone of a system that will reach across the whole state

CALIFORNIA High-Speed Rail

PALMDALE TO LOS ANGELES OVERVIEW



Sylmar to Palmdale

- New right-of-way generally following SR14 corridor
- 2 alignments west and east entering Palmdale
- 2 station options, 1 for each alignment alternative
- Bring recommendation at a future Board meeting

SR 2 to Sylmar

- Share Metro owned right-of-way with dedicated HST tracks adjacent to realigned Metrolink, Amtrak and UPRR tracks
- At-grade throughout San Fernando Valley
- 3 station options (Burbank Buena Vista; Branford Street; San Fernando)
- Vertical profile variations compatible with station options, grade crossings

LAUS to SR 2

- 2 tunnel options on west bank crossing under the LA River to just north of Rio de Los Angeles State Park
- 1 surface/elevated option crossing the LA River to east bank

TIMELINE, NEXT STEPS AND PUBLIC COMMENT OPPORTUNITIES

Ongoing Public Comment

July 8, 2010

- Preliminary Draft Alternatives Analysis submitted to CHSRA Board and released on *www.cahighspeedrail.ca.gov*
  - Hosted 4 Community Open Houses – August 23/Palmdale, August 25/Burbank, August 26/Santa Clarita, September 21/Downtown Los Angeles

March 3, 2011

- Supplemental Alternatives Analysis to CHSRA Board
- Released on *www.cahighspeedrail.ca.gov* for public input

August 2011

- I-5 Conceptual Study report to CHSRA Board

Spring 2012

- Draft EIR/EIS

STAYING UP TO SPEED

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- Join the conversation on Twitter, Facebook, Flickr and Posterous

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